

# BUREAU OF LAND MANAGEMENT

## *SURFACE TRANSPORTATION EXTENSION ACT OF 2003 IMPLEMENTATION PLAN*

### *AND*

## *FY 2004 PROGRAM PROPOSAL*

The Bureau of Land Management's (BLM) objective is to improve a selective Public Lands Transportation System that will contribute to a safe and adequate network of roads and trails to improve public access to BLM facilities and resources. Such a system will also support national initiatives such as Rebuilding America's Infrastructure, enhancing tourism, and promoting rural economic development.

A major component for achieving this objective is reflected in BLM's decision to become a public roads agency. This year, we will continue our transportation planning processes in regard to specifying which roads will be designated as public roads regarding the reauthorization of TEA-21.

Another major component for achieving BLM's objective was the administrative designation of a Land Management Highway System (LMHS) road in 1996. This year we will update our LMHS to incorporate present day demands on state and county roads that serve BLM administered lands and facilities. Such an update will enhance our ability to meet the challenges posed in the future through working with the FHWA, State departments of transportation, and counties.

This proposal outlines BLM's strategy for a comprehensive approach of joint administrative funding with the Federal Highway Administration (FHWA) to adequately implement provisions of the Surface Transportation Extension Act of 2003 and potential follow-on legislation extending this Act to the end of FY 2004 on BLM-administered lands.

### CONTINUING ACTIVITIES

Continue re-engineering BLM's Transportation System Management process to update the policy and procedures to reflect current needs for access to the public lands. A multi-disciplinary team (with input from other agencies) will continue to evaluate current needs and develop new procedures for improving and coordinating the transportation planning process and assessing conditions and road status.

Continue coordination with the Forest Service and other agencies to improve consistency on transportation planning procedures, and on the designation and data needs for the Forest

Highways and LMHS roads.

Continue to identify, develop and coordinate mutually beneficial Public Land Highway (PLH) projects which will improve safety and capacity, and promote tourism and economic growth (i.e., interpretation, enhancements, Back Country Byways, trails, scenic and/or historic easements).

Continue coordinating with other partner agencies to use PLH funds to leverage other available funding for priority projects on the LMH.

Continue coordinating additional selective Land Management Highway System routes with States' Department of Transportation, other federal agencies, counties, Indian tribes, and travel-related associations.

Continue to gather data for needs analysis for LMHS routes.

Continue partnerships with federal, state, and local agencies, Indian tribes, and travel-related associations to develop comprehensive plans for access and use of BLM-administered lands.

Continue to increase public awareness of tourism and recreation opportunities available on public lands provided by an improved road and trail system.

Continue to cooperate in the updating of State transportation plans, including providing relevant information about BLM land use plans.

Explore how the BLM can better tie urban recreation, aesthetic and spiritual needs to developmental needs of rural areas.

On a continuing basis, review and update BLM transportation plans to better reflect approved activities and access requirements.

Continue cooperation in the development of Statewide plans for implementation of the reauthorization of TEA-21.

These aforementioned efforts are in addition to other ongoing transportation planning and project development in support of the BLM mission, agency initiatives, and cost sharing programs within several western states. These programs are integral to satisfying the objectives the BLM has established for not only implementing the Surface Transportation Extension Act of 2003 program, but also preparing for the reauthorization of TEA-21.

## FUNDING NEEDS

In order to support these activities, BLM estimates FY 2001 administrative costs to be as follows:

First 5 Months FY 2004	Administrative Funding Needs	Latter 7 Months of FY 2004	Administrative Funding Needs
BLM	\$625,000	BLM	\$875,000
FHWA	\$625,000	FHWA	\$875,000
Total	1,250,000	Total	\$1,750,000

The allocation of this administrative funding is a vital requisite to timely implementation and ensuring that an orderly and effective program is carried out.